(घ) से (छ) इंडियन एयरलाइंस और वायुदूत अपनी अन्तर्देशीय उड़ानों में नीतिगत मामले के तौर पर मदिरा पेश नहीं करते हैं। इंडियन एयरलाइंस की केवल अन्तरराष्ट्रीय उड़ानों में मदिरा पेश की जाती है जो पूरे उद्योग में प्रचलित प्रथा भी है। वायुयान नियम, 1937 के अनुसार उड़ानों में मदिरा पेश करने पर रोक नहीं है। फिलहाल हवाई टैक्सियों की उड़ानों में मदिरा पेश करने के बारे में प्रतिबन्ध लगाने का कोई प्रस्ताव नहीं है।

Air accident rate in India

5866. SHf;i GOVINDRAO ADIK; Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that in India air accident rates are ten times i higher than lh<5 rest of the world and twenty times higher than IAPA Honor Roll Airlines;

(b) if so, what are the reasons *tor* this poor performance;

(c) whether it is a fact that some of the international organisations like International Airlines Passengers Association (IAPA) is advising pas-sengers to not fly in India; and

(d) if so, what action Government propose to take to avoid such inter national impression and air safety in India? ' 9:,§F

THE MINISTER OF CIVIL AVIATION *AND* TOURISM (SHRI GU-LAM NABI AZAD): (a) No, Sir.

(b) Does not arise.

(c) International Airlines Passeng ers Association (IAPA) had issued a News Bulletins in September, 1993 and February^ 1994 in which travellers were advised to avoid domestic flights in Inlia.

(d) Important measures taken to enhance the level of air .safety are upgradation of facilities at airports, safety audit of airlines, monitoring of flight recorders, implementation of recommendations emanating from accident investigation reports, dis semination of safety information, periodic inspection of aerodromes, implementation of measures for eradication of bird menance etc.

Private airlnies companies

5867. SHRI IQBAL SINGH; Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) (lie details of private airline companies operating in the country, companies-wise;

(b) whether it is a fact that foreign exchange is lost to the coui-try because the ethnic passengers who could travel on Indian carriers, are forced to take seats in foreigin airlines: and

(c) if so, the estimated amount which is lost due to private airlines and the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) The detail of Air Taxi Operators operating in the country are at statement (see below) Passengers are free to travel by any airline of their choice and there is no compulsion on them to travel by foreign airlines.

Statement

Aircraft operated by Air Taxi operators as on 28-4-1994

Sl.No.	Operator's Name	Boeing 737 Aircraft	F-27/F-50 Aircraft	Other type of aircraft
01	East West Airlines	07	03 (F-27)	..
02	Jet Airways	05	..	..
03	Damania Airways	04	..	..
04	Modiluft	03	..	
05	Sahara Airlines	01	..	..
06	Rajair (P) Ltd.	..	01 (F-50)	..
07	NEPC Airlines	..	02 (F-27)	..
08	Archana airways Ltd.	..	..	02
09	Jagson Airlines	..	..	02
10	Trans Bharat Aviation	..	..	02
11	India International Airways	..	..	02
12	Saraya Aviation	..	..	02
13	Delhi Gulf Airways	..	..	02
14	Megapode Airlines	..	..	01
15	Aerial Services Pvt. Ltd.	..	..	02
16	Udan Research & Flying Institute	..	..	03
17	W.B. Air Pvt. Ltd.	..	..	01
	TOTAL:	20	06	18-44

Contribution of States in Tourism Sector

5868. SHRI IQBAL SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether State Government made substantial contribution in the tourism sector during the period 1992-94;

(b) if so, the details in this regard;

(c) whether Government propose to encourage private investment in this sector; and

(d) if so, what are the features of tourist infrastructure in the country?

THE MINISTER OF CIVIL, AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The State Governments and Union Territories have incurred an expenditure of approximately Rs. 149508.75, lakhs on different developmental schemes|projects in tourism sector during the period 1992-94. They include augmentation of tourist accommodation, construction of way-side facilities, beautification of tourist centres etc.: